(ख) इस परियोजना के अन्तर्गत कितनी दूरी को शामिल करने के निर्णय लिया गया था,

(ग) इस परियोजना को पूरा करने की लक्ष्य तिथि क्या थी और इस पर कुल कितनी धनराशि व्यय किए जाने का अनुमान था, और

(घ) क्या यह सच है कि यह परियोजना निर्धारित समय और इसके लिए आबंटित धनराशि में पूरी नहीं की जा सकी थी, यदि हां तो इस परियोजना के पूरा करने के लिए कितना अतिरिक्त समय और धनराशि दिए जाने की सम्भावना है ?

रेल मंत्रालय में उप मंत्री (श्री महावीर प्रसाद): (क) वर्ष 1972 में।

(ख) 16.43 कि० मी०।

(ग) प्रारम्भ में परियोजना की लागत का अनुमान 140.30 करोड़ रुपये लगाया गया था तथा यह प्रत्याशा की गयी थी कि इसके पूरा होने में लगभग 6 वर्ष लगेंगे।

(घ) जी हां। प० बंगाल राज्य सरकार द्वारा परियोजना के निर्माणार्थ अपेक्षित भूमि के शेष भूखंडों को उपलब्ध कर। दिये जाने के पश्चात परियोजना के पूरा होने की सम्भावित अवधि 33 माह है। परियोजना की मौजूदा स्वीकृत लागत 863.37 करोड़ रुपये है।

**Role of Transchart in finalising the terms of purchase of edible oils**

3426. SHRI MOHD. KHALEELUR RAHMAN:

SHRI M. KADHARSHA;

Will the Minister of SURFACE TRANSPORT be pleased to state-

(a) what is the role of Transchart in finalising the terms of purchases of the essential edible oils on F.O.B. basis;

(b) what is the number of Indian ships engaged for carrying edible oils;

(c) what is the number of times terms of F.O.B. purchases discussed by STC with Transchart and the sup pliers and the results thereof;

(d) what are the reasons for not making available adequate cargo space in time for carrying edible oils on F.O.B, basis; and

(e) what is the available number of Indian ships carrying edible oils and $d_0$ they compare favourably to that of non-India$_n$ ships?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT); (a) There have been no im- -ports of edible oils from 1979-80 on FOB basis and as such Transchart has had no role in finalising the terms of purchases since then.

(b) There are a number of tankers in Indian fleet suitable for carriage of edible oils. Since the imports are on C.I.F. basis the suppliers from Malaysia have been at times chartering these ships from the Indian shipowners. According to the available information, during the last three years (1986, 1987 and 1988) sixty such voyages have been performed by tankers belonging to Indian Shipping Companies.

(c) There has been regular corres-pondence and discussions between Transchart and STC and concerned Departments in regard to purchase on F.O.B. basis. Thereafter STC held discussions with the suppliers and informed the Ministry of Surface Transport in December, 1988 that they were intimating supplies that thereafter all imports of Neutralised Palm Oil and Refined Bleached De-odorised Palm Oil from Malaysia would be on basis of F.O.B. only.

(d) $A_s$ there are no purchases on F.O.B. bans the question of making available cargo space by Transchart does not arise.

(e) There are ten Indian tankers which are of the size normally engag-

ed for carriage of edible oils. The Indian ships compare favourably with non-Indian ships.

**Summer Holiday Special Trains**

3427. SHRI V. GOPALSAMY-
SHRI T. R. BALU;

Will the Minister of RAILWAYS be pleased to state;

(a) what is the number of summer holiday special trains run by the railways last year;

(b) the destination of each of these Summer Specials;

(c) what is the number of summer holiday special trains which the Railway plan to run during this summer; and

(d) destination of each these special trains, months-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) and (c) During summer of 1988, 502 snecial trains were run and in summer of 1989, it is planned to $ru_n$ 536 specials, subject to traffic offering.

(b) and (d) A statement is attached.

**Statement**

***Details of destination of Summer Specials run during the last year* (1988)**

| Route | Frequency |
|---|---|
| 1. Bangalore-Howrah | Bi-weekly |
| 2. Bangalore-Cochin | Weekly |
| 3. Madras-Cochin/Calicut | Weekly |
| 4. Madras-Trivandrum | Weekly |
| 5. Madras-Tirunelveli | Weekly |
| 6. Howrah-Delhi | Bi-weekly |
| 7. Howrah-Dehradun | Weekly |
| 8. Howrah-Gorakhpur | Weekly |
| 9. Bombay-Jammu Tawi | Bi-weekly |
| 10. Ahmedabad-Varanasi | Fortnightly |
| 11. Bombay Central-Ahmedabad | Tri-weekly |
| 12. Bombay Central-Gandhidham | Weekly |
| 13. Bombay Central-Hapa | Weekly |
| 14. Bombay VT-Gorkahpur | Bi-weekly |
| 15. Bombay VT-Varanasi | 4 Times a week (in April 1988) |
| 16. Bombay VT-Pune | Daily |
| 17. Pune-Varanasi | 2 Specials (In May' 88) |
| 18. Vishakhaptanam-Tirupati | Weekly |